

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: _____ Inventory Number ~~PG: 82A-77~~ PG: 82A-77

Address: 7200 Crain Highway, SE, Prince George's County - in the vicinity of Upper Marlboro

Owner: Smith, Charles D.

Tax Parcel Number: 45 Tax Map Number: 110

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: X no yes Name: _____ Date: _____

Eligibility recommended Eligibility **not** recommended X

Criteria A B C D Considerations: A B C D E F G X None

Is property located within a historic district? X no yes Name of District: _____

Is district listed?: X no yes

Documentation on the property/district is presented in: Project Review and Compliance Files


Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

The one-story, vernacular house has a side-gabled roof with a projecting front-gable, creating an enclosed porch. The porch appears to have been opened at one time, but has now been sealed to create extra floor space within the house. The side elevation has a small front-gabled entry porch and a three-step stoop leading to the door.

The county seat for Prince George's County was moved from Charles Town to Marlborough (later known as Upper Marlboro) in 1721. The town's establishment as the county seat was the result of and a contributing factor to the aggressive growth of the town's position as a commercial and social center for the county. The completion of the Baltimore and Potomac Railroad from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 had a great impact on Upper Marlboro by prompting an increase in commercial investments and new residents. The third event that had a great impact on the Upper Marlboro area was the construction of Crain Highway, later known as US 301, in 1922.

The States Road Commission began construction of the Robert Crain Highway (later US 301) in 1922. Crain

Prepared by EHT Traceries, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended Criteria: <u> </u> A <u> </u> B <u>X</u> C <u> </u> D	Eligibility not recommended <u>X</u> Consideration: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None
 Reviewer, Office of Preservation Services	<u>10/25/99</u> Date
	Date

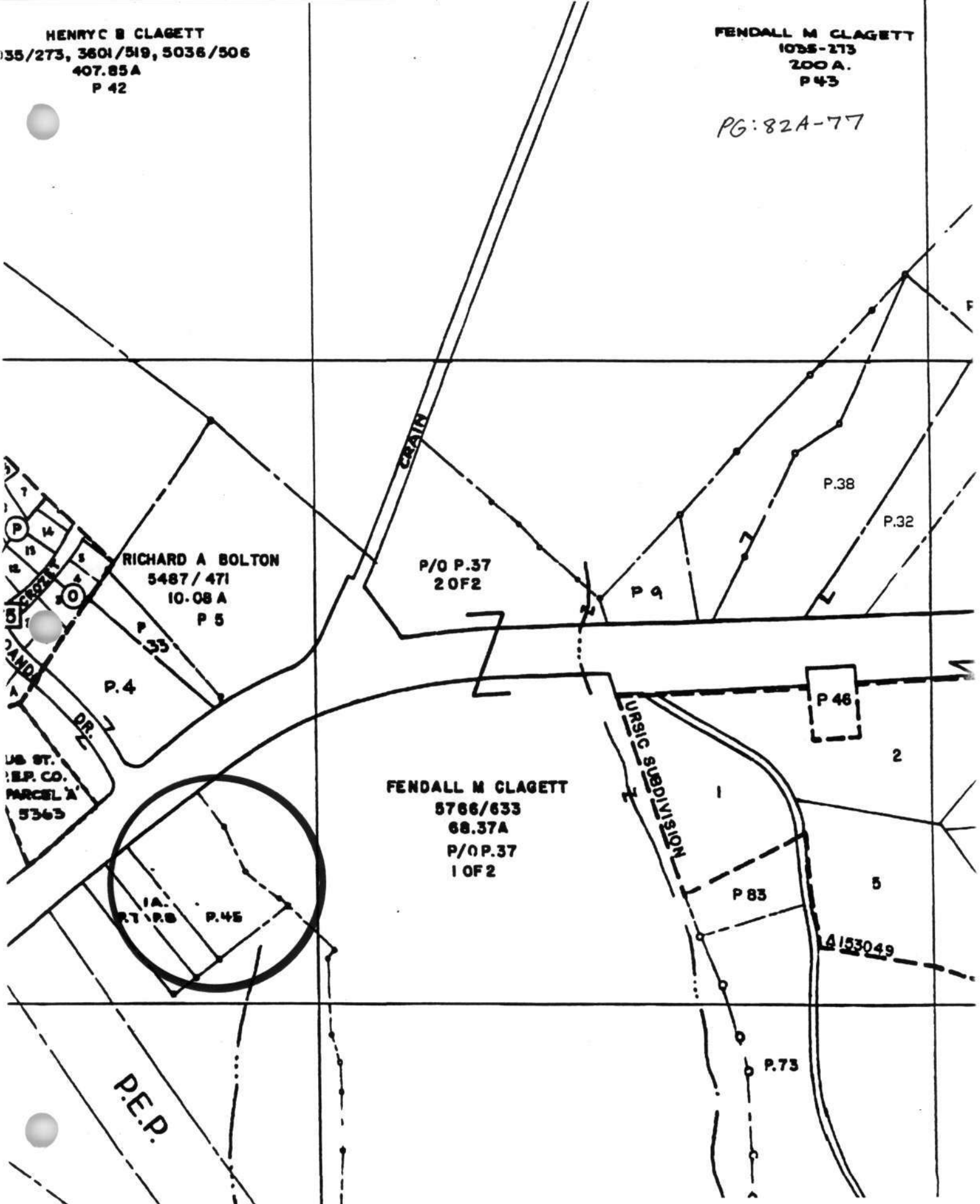
Highway was designed to link southern Maryland's rural areas to northern Maryland's urban areas. With the introduction of a better road system, limited development was allowed to flourish along the corridors and within the rural areas of southern Maryland. When the Nice Memorial Bridge was completed in 1940 and linked the Virginia side of the Potomac to the Maryland side in Charles County, Crain Highway served as a bypass between Florida and New York. Crain Highway was widened in 1950 to handle the increase in traffic.

The c. 1930 house is not eligible for the National Register. The resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

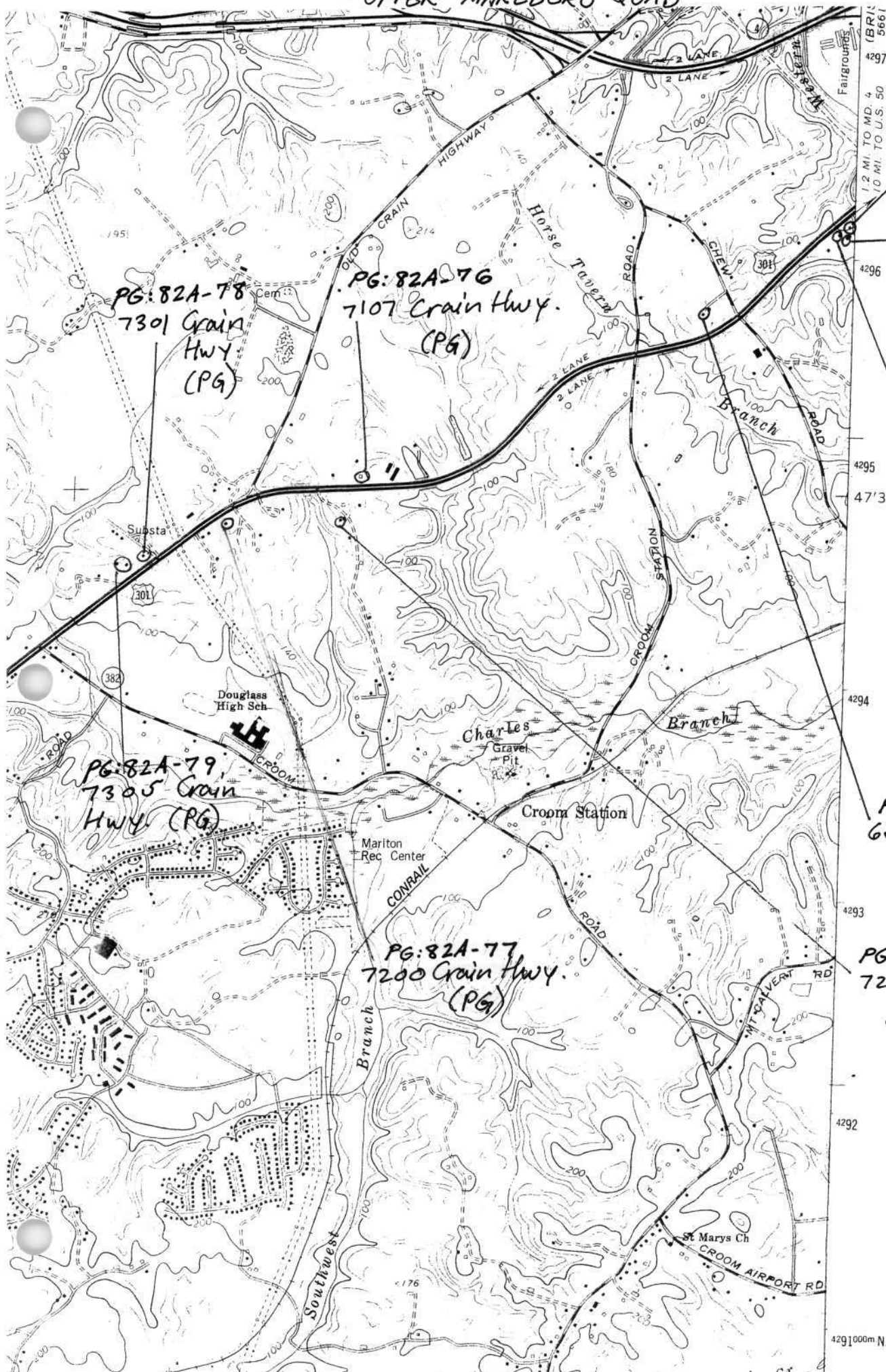
HENRYC B CLAGETT
135/273, 3601/519, 5036/506
407.85A
P 42

FENDALL M CLAGETT
1035-273
200A.
P 43

PG:82A-77



UPPER MARLBORO QUAD



PG:82A-73
6212
Crain Hw
(PG)

PG:82A-74
6218
Crain Hw
(PG)

PG:82A-75
6220 Crain
Hwy. (PG)

PG:82A-89
6505 Chew Rd.
(PG)

PG:82A-96
7215 Sasser
Lane (PG)

PG:82A-78
7301 Crain
Hwy
(PG)

PG:82A-76
7107 Crain Hwy.
(PG)

PG:82A-79
7305 Crain
Hwy (PG)

PG:82A-77
7200 Crain Hwy.
(PG)



~~CG: 82A-77~~ PG: 82A-77

7200 Crain Highway, SE
Prince George's County, MD

Traceries

June, 1999

MD SHPO

View looking east

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